

BOSTON PUBLIC LIBRARY



3 9999 03323 484 8

5952
.68

NOT TO BE
REBOUND

BORS & CO.
BOSTON.

ADVICE

TO

PASSENGERS & SHIPPERS



BY THE

Steam-Ships and Sailing-Vessels

OF THE

HAMBURG-AMERICAN PACKET COMPANY.



BORS & CO.,
Foreign Exchange, Banking,
COLLECTION,
SHIPPING AND FORWARDING BUSINESS.

DRAFTS

ON ALL THE PRINCIPAL CITIES OF EUROPE AND THE
UNITED STATES.

36 INDIA STREET, BOSTON.

BORS & CO.,
BANQUIERS,
MAISON DE COMMISSION,
Messagerie entre l'Amerique et l'Europe.

TRAITES SUR PARIS ET LE HAVRE.

36 INDIA ST., BOSTON.

A D V I C E

TO

PASSENGERS & SHIPPERS

BY THE

Steam-Ships and Sailing-Vessels

OF THE



HAMBURG-AMERICAN PACKET COMPANY.

HAMBURG-AMERICAN PACKET COMPANY.

STEAMSHIPS
BETWEEN
NEW YORK AND HAMBURG.

THE AIMS AND OBJECTS OF THE COMPANY WITH A FEW
SUGGESTIONS TO TRAVELLERS.

OFFICES OF THE COMPANY.

Hopfenmarkt,..... *Hamburg.*
No. 45 Exchange Place,..... *New York.*

PRINCIPAL PASSAGE OFFICES.

No. 37 Admiralitäts Str.,..... *Hamburg.*
No. 151 Broadway,..... *New York.*

BRANCH OFFICES.

No. 4 Oriental Place,..... *Southampton.*
“ 17 Gracechurch Street,..... *London.*
“ 47 Grand Quai,..... *Havre.*
“ 8 Boulevard Montmartre,..... *Paris.*

OFFICERS OF THE COMPANY.

(Office in Hamburg.)

ADOLPH GODEFFROY, President.

H. J. MERCK & Co.,

JOH. SCHUBACK & SONS,

ALBRECHT & DILL,

C. WOERMANN,

} Directors.

BOARD OF INSPECTORS.

(Office in Hamburg.)

Capt. J. H. HANKER, Inspector.

J. DIEDRICHSSEN, Engineer in Chief.

AGENTS OF THE COMPANY.

Hamburg: AUGUST BOLTEN, *Wm. Millers* Successor, No. 37 Admiralitäts Str., General Passage and Freight Agent.

New York: KUNHARDT & Co., No. 45 Exchange Place, General Agents.

" " C. B. RICHARD & BOAS, No. 151 Broadway, General Passage Agents.

Southampton: SMITH, SUNDIUS & Co., 4 Oriental Place.

London: SMITH, SUNDIUS & Co., 17 Gracechurch Str., E. C.

Havre: A. BROSTRÖM & Co.

" LANGSTAFF, EHRENBERG & MAILLARD, 47 Grand Quai.

Paris: LANGSTAFF, EHRENBERG & MAILLARD, 30 Rue Bergère

STEAMSHIPS.

	Tons.	Horsepower.
Saxonia, Capt. <i>H. Ehlers</i> ,.....	2500	400
Borussia, Capt. <i>N. Trautmann</i> ,.....	2000	375
Hammonia, Capt. <i>H. F. Schwensen</i> ,.....	2000	375
Bavaria, Capt. <i>E. J. Meier</i> ,.....	2300	325
Teutonia, Capt. <i>H. Taube</i> ,.....	2300	325

STEAM TENDERS.

Schulau in Hamburg, Capt. <i>Lührs</i> ,.....	200	45
Only Son in New York, Capt. <i>Schultz</i> ,....	112	55

SAILINGSHIPS.

		Tons.
Deutschland, Capt. <i>H. Wesselhoeft</i> ,.....		1200
Donau	" <i>J. Meyer</i> ,.....	580
Elbe,	" <i>H. Boll</i> , ...	470
Main,	" <i>P. H. Haack</i> ,.....	1100
Neckar,	" <i>F. A. G. Brolin</i> ,.....	961
Oder,	" <i>J. Winzen</i> , ...	690

LIGHTERS.

Norden,	Nordost,
Süden,	Nordwest,
Osten,	Südost,
Westen,	Floating Steam Derrick.

PRICE OF PASSAGE ON THE STEAMERS.

1

2

3

4

5

	From New York to Hamburg, Southampton, London or Havre.			From Hamburg to New York.*			From Havre to New York.			From Southampton to New York.			RETURN TICKETS. From and to Hamburg, Southampton, London or Havre.		
	Adults.	Children fr. 1—10 years of age.	Children under 1 year.	Adults.	Children fr. 1—8 years of age.	Children under 1 year.	Adults.	Children fr. 1—8 years of age.	Children under 1 year.	Adults.	Children fr. 1—8 years of age.	Children under 1 year.	Adults.	Children fr. 1—10 years of age.	Children under 1 year.
First Cabin	\$ Cts. 100 00	\$ Cts. 50 00	free	\$ Cts. 112 50	\$ Cts. 56 25	\$ Cts. 2 00	Pres. Cts. 550 00	Pres. Cts. 225 00	Pres. Cts. 10 00	£ s. d. 20. 0. 0.	£ s. d. 10. 0. 0.	£ s. d. 0. 9. 0.	\$ Cts. 200 00	\$ Cts. 100 00	\$ Cts. 2 00
Second Cabin	60 00	30 00	free	75 00	37 50	2 00	375 00	187 50	10 00	13. 10. 0.	6. 15. 0.	0. 9. 0.	125 00	62 50	2 00
Steerage	35 00	17 50	free	45 00	22 50	2 00	250 00	125 50	10 00	8. 8. 0.	4. 4. 0.	0. 9. 0.	75 00	37 50	2 00
*First Cabin				Rth. Sgr.	Rth. Sgr.	Rth. Sgr.									
Second Cabin				150 00	75 15	3 00									
Steerage				100 00	50 00	3 00									
				60 00	30 00	3 00									

Servants of First Cabin Passengers pay two thirds of the passage money.

DAYS OF SAILING.

The steamers will leave on the 1st and 15th of every month, at 12 M.—
When these dates fall on Sunday, they leave New York the day previous.

REQUIREMENTS, REGULATIONS AND GENERAL INFORMATION FOR PASSENGERS.

FIRST CABIN.

The full price for passage is to be paid as soon as a place (which entitles the passenger to one bed) is taken. The State Rooms are comfortably and elegantly fitted up, and have generally two beds in them, together with a sofa, which admits of being used as a bed. There are also larger State-rooms for families, calculated to accomodate four persons. The main cabin which is a comfortable and tasteful room, will accomodate from forty to sixty persons at table, and is provided with an excellent piano and a choice collection of music. The Ladies' Saloon is for the exclusive use of ladies, and the smoking room is appropriated to the Gentlemen passengers of the first class. There is likewise a library under the charge of the Physician, furnished with a selection of English, French and German books by the best authors, to which the Cabin Passengers have access.

The passage money includes excellent fare; the provisions being of the very choicest description.

BREAKFAST from 8 to 10 o'clock,
LUNCHEON at 12 o'clock,
DINNER at 4 o'clock, and
SUPPER at 8 o'clock.

Good attendance, bedding, towels, &c., are also included in the price paid. Wine, beer, liquor and the like are extras, and will be supplied at fixed reasonable prices.

SECOND CABIN.

In the price of passage is included excellent board and attendance, table ware, bed clothes, towels, &c. Wine, beer, &c., must be paid for separately. The arrangements in respect to meals are as follows :

BREAKFAST at 8 o'clock,
DINNER at 1 P. M.,
At 3 o'clock P. M. coffee with sugar and milk, and
SUPPER between 7 and 8 o'clock.

It is an important consideration that only fresh meat will be served in the second cabin, and that instead of ship biscuit, fresh bread will be provided together with coffee, tea and milk.

The State-rooms accomodate from 4 to 6 persons; they surround the lower cabin, which serves as a saloon for the passengers. Ladies unaccompanied by male protectors, will find agreeable quarters in the Ladies' Cabin attached to the second cabin.—Second class passengers have access to the Library if they desire it.

STEERAGE.

In the price paid by this class of passengers, is included abundant and nourishing food, as prescribed by law, and a daily cleaning of the steerage. Beds, bedding, table furniture, bowls, &c. for washing, must be furnished by passengers themselves.

BREAKFAST at 7 o'clock,
DINNER at 12 o'clock, and
SUPPER at 6 o'clock.

The Steerage is eight feet high, thoroughly ventilated by means of side windows, and all the sleeping places are calculated for only one or two persons.

A portion of the Steerage is exclusively appropriated for the use of female passengers travelling alone.

BAGGAGE.

Passengers in the First Cabin are entitled to 20 cubic feet; Children and Servants to one half.—Second and third class to 15 cubic feet. Children to one half.

Overweight is charged at the rate of

50 cents pr. cub. foot from New York,
66. " " " " " Hamburg.

Baggage must be packed in trunks, chests or portmanteaus of not more than 10 cubic feet. They must have the owner's name upon them and be brought on board, at Hamburg 24 hours *before* the day of sailing, and at New York between 7 and 11 A. M. of that day.—The baggage should also have attached to it a ticket indicating the place of its destination. Goods, Papers and other valuables, when duly sealed and with the owner's name upon them, may be intrusted to the care of the Captain, but in that case the Company does not consider itself accountable. The cabin passengers can retain their portmanteaus and carpet bags in their cabins, all larger luggage must be sent to the hold. Merchandise and sealed letters are not allowed to make a part of the baggage. For injury to or loss of baggage, or consequences for the unavoidable delay, the company is not responsible. *If any one wishes to insure his effects against risk from fire or sea, the Passenger Agents will have it done at his expense, at the most reasonable rates.*—Passengers from Hamburg will take particular notice, that it is only effects *already used*, such as Clothes, Household implements, Beds, Linen, Tools,

Books, &c., which do not pay duty at the New York Customhouse, and that all new articles, even those intended for personal use, are subject to duty. Hence a list of all dutiable goods should be carefully made out and handed to the Captain before arrival, in order that they may be entered in the ship's manifest. If any false representations are made, passengers are liable to confiscation of all their goods, and are also responsible to the amount of \$500—for fines imposed on the ship. The New York Passenger Agency, 151 BROADWAY, will cheerfully assist passengers in passing their effects through the Customhouse, and request those in need of their services to apply to them. They will also see to the forwarding of goods of all kinds, to all parts of the United States and of the Canadas, at the lowest rates.

The only goods from New York regarded as baggage are Clothing already used, Beds, Linen, Books, Tools, &c.—Merchandise must be accompanied by bills of lading, and without these will not be entered on the ship's manifest. The forwarding of such goods will be undertaken by the New York Passenger Agency, which is represented in all parts of Europe by reliable Agents. In Hamburg Mr. J. E. IBURG will attend to the forwarding of goods both from and to America. Those intended for America should be addressed to

*J. E. IBURG, Jonas No. 1,
Hamburg,*

to be forwarded by Steamship (or sailing vessel) to New York.

GENERAL REMARKS.

If the ships are detained by unforeseen accidents over their day of sailing, the passengers can claim from the Company only the sum paid for passage.

Each ship is provided with a skillful and regularly educated physician. His duty is to attend gratuitously all persons who may become sick while on board ship. Those who come on board already ill, will be expected to pay for his services and for medicines. Sick persons are only received as passengers after an examination by the surgeon.—Insane persons are not taken. They are liable if they attempt to go without permission of the Passenger Agency, to be sent back.

Spirituous liquors must not be brought on board by passengers. They will be furnished at reasonable prices on board.

By the laws of the State of New York the landing of persons unable to provide for themselves by reason of bodily infirmity or other cause, is forbidden. Persons over 60 years of age, and women, without their husbands,

travelling with children, will not be carried on these ships, unless the Company is furnished with sufficient security that they will not become a burden to this State in five years. Individuals desirous of knowing upon what terms they will be taken, will please apply at the Passenger Agency.

Passengers going to England and France are cautioned against taking in their baggage dutiable articles, especially Tobacco and Segars, lest confiscation of the whole be the result.

Passengers for Havre take at Southampton either the Steamship "*Havre*", Capt. SMITH, or the "*Alliance*", Capt. KNIGHT. These leave every Monday, Wednesday and Friday. The voyage takes between 6 and 10 hours.

Travellers to London take at Southampton the "*South Western Railway*", the trains of which leave almost every hour, viz:

SOUTH WESTERN RAILWAY LINE TABLE.

From Southampton to London.																Sundays.														
	1.	2.	1.	2.	E	1.	2.	1.	2.	1.	2.	3.	1.	2.	1.	2.	E	1.	2.	M	1.	2.	1.	2.	3.	1.	2.	M		
	A.M.	A.	A.	M.	A.	A.	A.	M.	P.	M.	P.	M.	P.	M.	P.	M.	P.	M.	P.	M.	Night.	A.	A.	A.	P.	M.	P.	M.		
Departure :	7.	0.	8.	50		9.	0.	11	30	12.	30.	3.	0.	5.	1	7.	10	1.	30				9.	30	9.	30	9.	0	1.	30
																						P.	M.	P.	P.	M.	P.	M.		
Arrival :	9.	45	11.	10	11.	40.	2.	30	5.	0.	5.	50	7.	25	9.	55	4.	30	12.	50	1.	35.	3.	0	4.	30				

To take a dog from Hamburg or New York costs \$20.

No place is considered as secured, unless the whole passage money is paid before departure.

The Commutation money, which the New York State Government requires, is paid by the Company. Passengers for whom no Commutation money is paid, have no claim for re-imbursement.

Passengers are expected to conform to the rules and regulations instituted by the Company for the sake of promoting the comfort and safety of the travelling public.

PASSAGE TICKETS.

For the voyage from Hamburg and Southampton to New York, and vice versa, as well as from New York to Havre, Southampton and London, the Company's Agents at the Passage Offices in New York and Hamburg, Paris, Havre, Southampton and London, and also their Subagents in various Towns in America, Germany, Switzerland, France and England issue passage tickets. Passage Tickets can only be used by those in whose name they are taken, and are not transferable without the consent of the Agent. The passage money will not be paid back where the holder of the ticket neglects to avail himself of it.

That portion of the American public which has been accustomed to for-

ward money for the passage to their friends and relations, are enabled by the sale of tickets at the above named places more surely to effect their object, as *money* when sent is often used for other purposes, which evil is avoided by the sale of tickets which can be neither transferred nor sold, and whose value will be returned in case they are not used. (s. page 5.)

The price of passage is lowered when tickets are purchased at the same time for the voyage from New York to Europe and back (see page 5). These so called Return-Tickets can be used at any time during a year from the day they are issued.

PASSPORTS.

Every Traveller should provide himself with a Passport. Travellers going to France should be particularly careful on this point. The French laws both in relation to Customhouse duties and passports being exceedingly stringent. Passengers, if they wish to save themselves great inconvenience, ought to have their passports *viséd* by the French Consul of the port which they leave. These are the only *visés* which are recognised in France.

American Passports will be obtained by the Passage Agents, Office, No. 151 Broadway, within 48 hours, upon the sending of the Certificate of Citizenship, together with a description in respect to the following points :

1. Age;
2. Stature, . . . Feet, . . . Inches;
3. Forehead;
4. Eyes;
5. Nose;
6. Mouth;
7. Chin;
8. Hair;
9. Complexion;
10. Face.

PACKAGES FOR GERMANY AND ALL PARTS OF EUROPE

will be taken at the Offices of the Company,

45 Exchange Place, and } New York,
151 Broadway,

till 9 o'clock of the morning of the day on which the Ship sails

Small packages to all parts of Europe will in Hamburg be forwarded to their destination by the proper Post Offices located in Hamburg.

All the Postmasters in the different countries belonging to the German Postal Union, or to the Danish, Swedish and Norwegian Post Offices will

forward small packages to any part of America—prepayment optional,—if they are directed “*per Hamburg Steamer.*” The delivery and forwarding of these will be attended to in New York by

C. B. RICHARD & BOAS,
151 Broadway.

LETTERS FOR EUROPE.

Letters paid or not paid, can be forwarded from all the American Post Offices, to the places mentioned below, if directed “*per Hamburg Steamer.*”

The rate of postage from and to any part of the United States. except California and Oregon, is for every letter weighing $\frac{1}{2}$ an ounce.

To Hamburg.....	10 cents.
“ all States of the German Confederacy and Switzerland, 15	“
“ Holstein, Lauenburg, Holland.....	25 “
“ Denmark, Schleswig.....	27 “
“ Russia and Poland.....	29 “
“ Sweden.....	33 “
“ Norway.....	38 “

A SHORT SUMMARY OF THE HISTORY AND THE OPERATIONS OF THE HAMBURG-AMERICAN PACKET COMPANY.

It is more than ten years since this company commenced its operations and from its comparatively small beginnings it has grown up into an institution, comprehensive in its principles and having a future whose rich results can hardly now be estimated.

Till the year 1848, intercourse between Hamburg and New York was almost entirely kept up through the medium of one line of packets. Still, owing to the greatly increased emigration, it was evident that another line was imperiously required.—The Hamburg-American Packet Company was established to meet this want. It commenced with four packets, most carefully built for this particular service. The result was most encouraging, and soon it became necessary to built four more to accomodate the increasing business.

It was then discovered that even these were not sufficient. The voyage by a sailing ship is always a protracted one, and when how to gain time becomes a question of life and death as it were, people are not content with sailing vessels. The need of a Steam communication between the two ports became more and more urgent, and in the year 1855 it led to the building of two noble Steamships, the "Borussia" and the "Hammonia".

These two Ships were during one season, at the time of the Crimean War, employed by the English and French Governments as Transports, and in this service won a high reputation, both for safety and speed, as testimonials from the officials of these two countries fully show. In the beginning of the summer of 1856 they commenced their monthly trips, and soon commanded so large a share of the public patronage, that it was determined to increase their number.

The Company now owns the following Steamers :

THE SAXONIA,
 " BORUSSIA,
 " HAMMONIA,
 " BAVARIA AND
 " TEUTONIA,

one of them serving as a reserve ship, so that no break in the service may occur.

The machinery is of the very best description and provided with all the new improvements. Connected with it is a distilling apparatus, which furnishes daily about 40 hogsheads of fresh water.

The ships accommodate from 500 to 550 passengers. They are divided into ten water-tight compartments by iron walls, so that the risk of fearful consequences from collision or a leak is very small.

The internal arrangements may safely said to be perfect. It would be difficult to suggest anything affecting the comfort or security of the passengers, which has not been seen to. The table and attendance for first class passengers leave nothing to be desired. Nowhere, either in Europe or America, will be found a better table. Passengers in the second Cabin are served daily with fresh meat and bread, and, indeed, in all respects—delicacies excepted—fare as well as those of the first class, while those of the third class receive a sufficiency of nourishing and well-cooked food, which occasionally includes a liberal allowance of fresh meat.

Precautions against fire are as follows: A patent Downton fire engine which is connected with and worked by the machinery of the ship, is by means of branch pipes made effective on both the upper and lower decks and is provided with hose long enough to reach all parts of the ship

There is also a steam-pump so arranged that, when required, a hose can be put on. Besides this there are four force-pumps in different parts of the ship, two of which draw the water from the sea, and the others from the fresh water reservoirs. Midships on the upper deck is a reservoir from which are laid pipes with stopcocks, going into every part of the second deck. Twelve fire buckets are always at hand on the forecastle and twelve under the bridge of the ship. They are always filled and fastened together by a small chain. This chain can easily be broken in case of need, even when the key of the padlock is not at hand.

The fire apparatus is unequalled by any now existing on board Steamships. It has been placed under the supervision of the Hamburg Engineer in Chief and the fire department, and is always kept in the highest order.

Means of escape abound. Every Ship carries eight iron life boats, each capable of holding 40 to 60 persons. Besides these, each ship is furnished with a number of Bunker's patent life preserving shirts; 200 Cork Jackets, a number of life buoys and 50 Mattresses filled with Cork shavings. All the boats hang upon patent blocks and have Clifford's patent boat lowerings, so that they can be lowered, even in the fiercest storm, into the water horizontally.

Every one of the crew has his appointed place, to which in time of danger it is his duty to repair, and which he can not leave without permission of the captain. In order to ensure quickness of action in case of accident and to accustom the crew to the needful manœuvres, they are frequently exercised, till they go through them without making a mistake.

Stations of Officers and Crews in Case of Collision, Shipwreck, or Fire.

STARBOARD. Capt. and 1st Officer, general Command. LARBOARD.

Office	Fire Roll.	Boat Roll.	Pumps.	Office.	Fire Roll	Boat Roll.	Pumps.
III. Officer	Commands the Donkey Pump, its Hose, and the Magazine.	Commands Life Boat II. SB.	Forward Pumps.	II. Officer	Commands Down-ton Pump and Hose.	Com. Life Boat I.	Rear Pumps.
I. Boatswain	Donkey Pump and Hose.	" " IV.	" "	IV. " "	Quarter-deck.	Life Boat LB. VII.	Quarter Deck.
I. Carpenter	Oversight of all Pumps.	" " VI.	Oversight of all Pumps.	II. Boatswain	Hose of Down-ton Pump.	" " LB. III.	Rear Pumps.
Seaman	Hose of Donkey Pump.	Life Boat II. SB.	Forward Pump I.	II. Carpenter	Pumps under order of 1st Carpenter.	" " V.	Under orders of 1st Carpenter.
4 "	do do	" "	" "	Seaman	Hose of Down-ton Pump.	" " I.	Rear of Pump SB
6 "	do do	" "	" "	" "	" " Donkey Pump.	" " I.	" " " "
8 "	Hose of Down-ton Pump.	" " IV.	" "	" "	" " Down-ton "	" " III.	" " " "
10 "	do do	" " VIII.	" "	" "	" " " "	" " V.	" " " "
12 "	do do	" " VI.	" "	" "	" " Donkey "	" " VII.	" " " "
14 "	do do	" " VI.	" "	" "	" " Buckets Quart. Deck.	" " VII.	" " " "
16 "	do do	" " VI.	" "	" "	" " " "	" " I.	" " " "
18 "	Fire Buckets For Deck.	" " VIII.	" "	Ordin. Seaman	" " " "	" " III.	" " " "
20 Cooper	Store Room.	" " II.	Store Room.	" "	Down-ton Pump.	" " V.	" " " "
22 Ordin. Seaman	Down-ton Pump.	" " VI.	Forward Pump II.	" "	" " " "	" " VII.	" " " "
24 "	" "	" " IV.	" "	" "	" " " "	" " I.	" " " "
26 "	" "	" " IV.	" "	" "	" " Buckets Quart. Deck.	" " III.	" " " "
28 "	" "	" " VIII.	" "	" "	Down-ton Pump.	" " V.	" " " "
30 "	Fire Buckets For Deck.	" " II.	" "	Boy	Store Room	" " I.	Store Room
32 "	" "	" " IV.	" "	II. Cooper	Buckets Quart. Deck.	" " III.	Rear of Pump
34 Fireman	" "	" " IV.	" "	83 Boy	" "	" " I.	" " " "
36 "	" "	" " IV.	" "	35 Fireman	" "	" " III.	" " " "
38 "	" "	" " VI.	" "	" "	" "	" " V.	" " " "
40 "	" "	" " VIII.	" "	" "	" "	" " VII.	" " " "
42 "	" "	" " II.	" "	" "	" "	" " I.	" " " "
44 Coal Heaver	" "	" " IV.	" "	Coal Heaver	" "	" " III.	" " " "
46 "	Down-ton Pump.	" " VI.	" "	" "	Down-ton Pump.	" " V.	" " " "
48 "	" "	" " IV.	" "	" "	" "	" " I.	" " " "
50 "	" "	" " II.	" "	" "	" "	" " III.	" " " "

The Quartermasters of the Watches remain at the wheel till the ship is deserted. Quartermasters not belonging to a watch are stationed near the Quarter Deck and Fire Buckets.

Engineer's Department, and other Employees.

STARBOARD.

LARBOARD.

Office.	Fire Roll.	Boat Roll.	Pumps.	Office.	Fire Roll.	Boat Roll.	Pumps.
I. Engineer III. do	Chief Command. Under spec'l. Orders of 1st Engineer.	Life boat II. SB. " " IV. SB.	Under orders of 1st Engineer.	I. Steward II. do	Saloon. To bring water soaked blankets to extin- guish the Fire. do. do. do. do.	Life boat VIII. SB. " " III.	
I. Assistant En- gineer III. do	do do	Life boat II. SB. " " VI. SB.		III. do IV. do V. do VI. do			
I. Cook	Kitchen and Kitchen pumps.	" " III. LB.		II. Engineer	Under orders of 1st Engineer.	" " I. LB.	
II. do.	do.	" " IV. SB.		IV. do	do.	" " III. LB.	
I. Cooksmate	do.	" " V. LB.		II. Assistant En- gineer	do.	" " I. LB.	
II. do	do.	" " III. LB.		IV. do	do.	" " III. LB.	
III. do	do.	" " VI. SB.					

The Doctor and Surgeon have charge of the passengers in case of accident. Doctor's life boat VIII. SB., Surgeon's life boat III. LB. The Purser remains in all cases in the Store Room, until the Ship is deserted. Life boat V. LB.

In case of fire or desertion of the Ship, passengers must apply to those officers who are stationed on the side of the Ship, where their beds are placed. The behavior of passengers in case of accident must be quiet, and unhesitating obedience to the commands of the Officers is required.

Since the establishment of the Company they have forwarded :

From Hamburg to New York.

In the year 1848, in sailing vessels,			103	pass.					
"	"	"	1849	"	"	"	1424	"	
"	"	"	1850	"	"	"	1420	"	
"	"	"	1851	"	"	"	3448	"	
"	"	"	1852	"	"	"	4666	"	
"	"	"	1853	"	"	"	4950	"	
"	"	"	1854	"	"	"	8610	"	
"	"	"	1855	"	"	"	3506	"	
"	"	"	1856	"	"	"	4074	"	in steamers 3038
"	"	"	1857	"	"	"	7013	"	" " 3989
"	"	"	1858	"	"	"	1504	"	" " 5820
"	"	"	1859	"	"	"	1483	"	" " 4870

From New York to Hamburg.

In the years from 1849 to 1854 in sailing vessels, 6965.

In the year 1854, in sailing ships,			453	pass.					
"	"	"	1855	"	"	"	493	"	
"	"	"	1856	"	"	"	413	"	in steamers 962
"	"	"	1857	"	"	"	180	"	" " 1314
"	"	"	1858	"	"	"	121	"	" " 3500
"	"	"	1859	"	"	"	60	"	" " 2013

The steamers average 10 miles per hour. The following tables show their passages during 1858.

FROM NEW YORK TO HAMBURG.

17

NAME OF THE SHIP.	SAILED FROM NEW YORK.	ARRIVED IN SOUTHAMPTON.	ARRIVED IN HAMBURG.	LENGTH OF VOYAGE FROM NEW YORK TO SOUTHAMPTON.
Saxonia.....	March 1, 12 o'clock M.	March 14, 11 o'clock A. M.	March 16, 2 o'clock A. M.	12 days 18 hours.
Borussia.....	April 1, 12 " "	April 12, 5 " "	April 14, 1 " P. M.	11 " "
Hammonia.....	April 15, 2 " P. M.	April 29, 7 " A. M.	April 1, 6 " A. M.	13 " 12 "
Saxonia.....	May 2, 1 " "	May 15, 6 " "	May 17, 9 " "	12 " 12 "
Bavaria.....	May 16, 12 " M.	May 29, 2 " "	May 31, 1 " "	12 " 21 "
Borussia.....	June 1, 12 " "	June 13, 4 " "	June 15, 8 " "	11 " 23 "
Hammonia.....	June 15, 12 " "	June 27, 6 " A. M.	June 29, 1 " "	11 " 13 "
Saxonia.....	July 1, 12 " "	July 13, 11 " "	July 15, 9 " P. M.	12 " 6 "
Bavaria.....	July 15, 12 " "	July 29, 4 " A. M.	July 31, 9 " A. M.	13 " 11 "
Borussia.....	Aug. 1, 12 " "	Aug. 14, 12 " "	Aug. 16, 7 " "	12 " 19 "
Teutonia.....	Aug. 15, 12 " "	Aug. 30, 7 " A. M.	Sept. 1, 4 " "	13 " 14 "
Hammonia.....	Aug. 24, 12 " "	Sept. 5, 1 " "	Sept. 6, 12 " M.	11 " 8 "
Saxonia.....	Sept. 1, 12 " "	Sept. 14, 12 " "	Sept. 16, 5 $\frac{1}{2}$ " P. M.	12 " 19 "
Bavaria.....	Sept. 15, 12 " "	Sept. 29, 11 " "	Sept. 1, 2 " "	14 " 6 "
Borussia.....	Oct. 1, 12 " "	Oct. 13, 11 " "	Oct. 15, 11 " "	12 " 6 "
Teutonia.....	Oct. 15, 12 " "	Oct. 29, 2 " A. M.	Nov. 1, 2 " A. M.	13 " 9 "
Hammonia.....	Nov. 1, 12 " "	Nov. 13, 6 " P. M.	Nov. 15, 11 " P. M.	12 " 1 "
Bavaria.....	Nov. 15, 12 " "	Nov. 28, 7 " A. M.	Nov. 30, 8 " A. M.	12 " 14 "
Saxonia.....	Dec. 1, 12 " "	Dec. 13, 10 " P. M.	Dec. 15, 12 " M.	12 " 5 "
Borussia.....	Dec. 31, 12 " "	Jan. 12, 1 " A. M.	Jan. 13, 10 " P. M.	11 " 8 "

In the statement of the length of the voyage, the difference in time between New York and Southampton must be taken into consideration in the following manner, viz : Five hours (4 hours 50 minutes) must be subtracted from the time of voyage as found by the difference between time of sailing and time of arrival in port.

FROM HAMBURG TO NEW YORK.

NAME OF THE SHIP.	SAILED FROM HAMBURG.		SAILED FROM SOUTHAMPTON.		ARRIVED IN NEW YORK.		LENGTH OF VOYAGE FROM SOUTHAMPTON TO NEW YORK.				
Borussia.....	March 1,	2 o'clock	P. M.	March 5,	11½ o'clock	A. M.	March 19,	6 o'clock	P. M.	14 days 11 hours.	
Hammonia	March 15,	2½	"	March 18,	10½	"	P. M.	March 31,	5	"	12 " 11 "
Saxonia.....	April 1,	3	"	April 5,	12	"	M.	April 20,	6	"	15 " 10½ "
Bavaria.....	April 15,	5	"	April 19,	11½	"	A. M.	May 3,	8½	"	14 " 13½ "
Borussia.....	May 1,	5	"	May 3,	3½	"	P. M.	May 15,	4½	"	12 " 5½ "
Hammonia.....	May 15,	5½	"	May 18,	12	"	M.	May 30,	3½	"	12 " 7 "
Saxonia.....	June 1,	3	"	June 4,	6	"	P. M.	June 17,	6	"	12 " 16½ "
Bavaria.....	June 15,	5	"	June 18,	3	"	"	July 2,	6	"	13 " 19½ "
Borussia	July 1,	3	"	July 4,	7	"	"	July 16,	3	"	12 " 1½ "
Teutonia.....	July 15,	4½	"	July 19,	5½	"	"	Aug. 1,	7	"	13 " 6 "
Hammonia...	July 23,	2	"	July 26,	8	"	"	Aug. 9,	3	"	13 " 11½ "
Saxonia.....	Aug. 1,	3	"	Aug. 4,	6	"	P. M.	Aug. 17,	1	"	12 " 23½ "
Bavaria.....	Aug. 15,	4	"	Aug. 18,	6	"	"	Aug. 31,	4	"	13 " 2½ "
Borussia.....	Sept. 1,	8	"	Sept. 4,	8	"	A. M.	Sept. 18,	5	"	14 " 1½ "
Teutonia.....	Sept. 15,	8½	"	Sept. 17,	7	"	P. M.	Oct. 3,	2½	"	16 " — "
Hammonia....	Oct. 1,	8	"	Oct. 4,	10	"	"	Oct. 17,	5	"	12 " 23½ "
Bavaria.....	Oct. 15,	4	"	Oct. 19,	2	"	"	Nov. 2,	4	"	14 " 6½ "
Saxonia.....	Nov. 1,	3	"	Nov. 7,	11	"	A. M.	Nov. 21,	6	"	14 " 11½ "
Borussia.....	Dec. 1,	10	"	Dec. 4,	1	"	P. M.	Dec. 18,	6	"	13 " 21½ "

In reckoning the time, the difference in time between New York and Southampton ($4\frac{1}{2}$ hours) must be brought into account as follows:
 $4\frac{1}{2}$ hours must be added to the length of voyage from Southampton to New York.

T A B L E

Showing the Ports whence Emigrant Passenger Vessels have arrived, together with the number of Vessels and Emigrant Passengers from each Port, landed at Castle Garden, during the year 1859.

From	ships	Germans
Antwerp	14	583
Bremen	71	11886
Hamburg	46	8446
Havre	65	5597
Liverpool	138	1253
London	40	716
Rotterdam	5	36
Other ports	22	234
	401	28,751

Number of Emigrants who arrived at Baltimore during the
same period 3581
At Philadelphia 266

Steam Communication from Hamburg to various Ports.

To	DAYS OF DEPARTURE.	TIME OF VOYAGE.	1ST CABIN.	2ND CABIN.
Aalesund.....	Every other Saturday.		18 Sp. Thaler.	
Amsderdam	5., 10., 15., 20., 25. & 30. of each month.	39—36 hours.	20 Gilders.	14 Gilders.
Antwerp	Once a Fortnight.		15 “	10 Gilders.
Arendal... ..	Every other Saturday.		10 Sp. Thaler.	
Bergen	do.	6 days.	16 “	
Christiania	do.	3½ “	10 “	
Christiansund	do.	2 “	11 “	
Christiansund	do.		20 “	
Copenhagen, via Kiel.....	Every other day.	22 hours.	10 “	7½ Thaler.
Drontheim	Every other Saturday.		12 “	
Farsund	do.		12 “	
Dunkirk.....	Every Saturday.			
Gothenburg	Every Thursday.	2½ days.	7½ “	
Helgoland	Three times a week.	6 hours.		
Hull	Every Tuesday evening.	36—40 hours.	1 £ 10 s.	
Kleven	Every other Saturday.		11 Thl. Sp. 60 s.	
Langesund	do.		10 “	
Leith (Edinburg).....	Every Saturday ev'ning.	50—60 “	2 £ 2 s.	1 £ 1 s.
London (Gen. Steam Nav. Co.)	Tuesday and Friday.	50—60 “	2 “	1 “ 5 “
London (Castor & Pollux &c.).	Twice a week.			
Newcastle	Every Tuesday.		1 £ 10 s.	— 15 “
Rotterdam	5., 15., 25. of every month.	40 hours	10 Gilders.	7 Gilders.
Stavanger	Every other Saturday.	3 days.	14 Sp. Thaler.	
St. Petersburg, via Lubec	Every Saturday.	70 hours.	64½ Pr. “	42 Pr. Thaler

COMMUNICATION BETWEEN PANAMA AND DIFFERENT PLACES IN NORTH AND SOUTH AMERICA.

Passage price from Panama to New-York and back.

First Cabin \$105. — Second Cabin \$90. — Steerage 60.

Passage price from Panama to Valparaiso.

	<i>Guayaquil</i> CABIN.		<i>Callao</i> CABIN.		<i>Valparaiso</i> CABIN.	
	I.	II.	I.	II.	I.	II.
Panama.....	\$66	\$60	\$160	\$150	\$290	\$270
Guayaquil.....	—	—	80	72	210	195
Callao	—	—	—	—	130	120

From Valparaiso to Panama.

	<i>Callao</i> CABIN.		<i>Guayaquil</i> CABIN.		<i>Panama</i> CABIN.	
	I.	II.	I.	II.	I.	II.
Valparaiso.....	\$95	\$90	\$140	\$130	\$235	\$225
Callao	—	—	40	36	140	130
Guayaquil	—	—	—	—	100	95

Price of passage from Valparaiso to Valdivia.

	<i>Constitucion.</i>		<i>Talcahuano.</i>		<i>Valdivia.</i>	
	I.	Deck	I.	Deck	I.	Deck
Valparaiso	\$25	\$ 7	\$35	\$10	\$52	\$13
Constitucion	—	—	17	5	25	9
Talcahuano.....	—	—	—	—	25	7

From Valdivia to Valparaiso.

	<i>Talcahuano.</i>		<i>Constitucion.</i>		<i>Valparaiso.</i>	
	I.	Deck	I.	Deck	I.	Deck
Valdivia	\$17	\$ 6	\$20	\$ 7	\$25	10
Talcahuano.....	—	—	17	4	17	8
Constitucion	—	—	—	—	17	8

SYNOPSIS OF RAIL ROAD ROUTES

BETWEEN

HAMBURG & THE CHIEF PLACES OF CENTRAL EUROPE.

With a time-table and the rates of fare for 2d and 3d Class.

From Hamburg to	TIME	2d	3d	From Hamburg to	TIME	2d	3d
		CLASS.				CLASS.	
	hours m.	Rth. Sgr	Rth. Sgr		hours m.	Rth. Sgr.	Rth. Sgr.
Aachen	14 33	11 4	7 28	Hildburghausen ..	15 40	10 15	7 10
Aschaffenburg ...	16 17	11 8	8 8	Kaiserslautern ...	19 55	12 25	9 10
Bamberg	20 35	14 2	8 14	Krakau	25 2	19 20	12 15
Basel	25 —	15 25	11 3	Landau	19 10	12 12	9 10
Berlin	6 20	7 —	4 5	Leipzig	13 35	7 14	4 17
Bern	29 27	17 24	12 12	Lubeck	2 21	1 27	1 12
Bielefeld	8 47	4 20	2 28	Magdeburg	9 14	5 10	3 7
Bonn	13 47	9 24	6 29	Mainz	15 45	11 5	8 2
Braunschweig....	6 45	4 8	2 25	Mannheim	17 30	11 25	8 22
Breslau	14 10	14 5	8 28	Marburg	17 8	11 6	8 23
Bromberg	15 18	14 7	9 —	Meiningen	15 31	9 26	6 24
Carlsruhe	20 15	13 27	10 3	Minden	7 37	3 26	2 10
Cassel	9 45	6 11	4 8	Munich	28 55	18 20	13 7
Coblenz	15 —	11 2	6 24	Neisse	18 23	16 2	10 5
Coburg	16 27	11 8	7 27	Neustadt a. d. H.,	18 30	12 4	8 28
Cologne	13 —	9 9	6 19	Nurnberg	28 30	15 —	9 3
Cothen	10 19	6 7	3 25	Oppeln	16 36	15 25	10 —
Darmstadt	15 30	10 27	8 —	Posen	13 20	11 9	7 1
Dessau	11 —	6 20	4 5	Prag	24 —	14 20	9 5
Dresden	17 5	9 22	5 23	Speyer	18 15	12 1	8 22
Dusseldorf	12 28	7 25	5 10	Stettin	10 —	10 —	6 5
Eisenach	12 40	8 20	5 26	Strasbourg	20 14	15 18	11 10
Erfurt	12 40	9 24	6 23	Stuttgart	19 43	14 25	10 22
Frankfort on Oder	8 —	8 18	5 7	Ulm	21 47	16 7	11 20
Frankfort on Main	14 40	10 15	7 22	Warschau	30 5	24 18	15 28
Giessen	12 52	8 24	5 22	Weimar	14 24	10 7	7 4
Glogau	13 36	12 12	7 24	Wien	36 44	25 10	16 6
Gotha	13 13	9 7	6 10	Wurzburg	26 35	12 15	8 22
Hanover	3 20	3 —	2 —	Zurich	29 5	17 22	12 17

Rate of Exchange.

1 Dollar	is worth in Hamburg	3 Mk.	7 Sch.	Crt., or 1 Thl.	10 Silbergr.	3 Pfen.	Crt.
1 Prussian Thaler	" " " "	2	8	" "	" "	" "	" "
1 Louisdor (5 Thaler)	" " " "	13	6	" "	" 5	10	" 6
1 Ducat (Holl.&Hamb.)	" " " "	7	12	" "	" 3	3	" —
1 Ducat (Danish)	" " " "	6	—	" "	" 2	19	" 8
1 Danish Species	" " " "	3	12	" "	" 1	15	" —
1 Sovereign	" " " "	16	8	" "	" 6	8	" —
1 Franc	" " " "	—	10	" "	" —	7	" 6
1 Florin	" " " "	1	6	" "	" —	16	" 6

RATES OF FARE FOR HACKNEY COACHES

IN THE CITY OF NEW YORK.

	1 Person.	2 Persons.	Each additional Person.
For any distance not exceeding one mile	\$— 50	\$ - 75	\$— 37½
For any distance exceeding a mile and within two miles.....	— 75	for each additional person	— 37½
For conveying passengers to the new Alms-house and returning.....	1 —	“ “ “	— 50
For conveying passengers to 40th St. and remaining ½ an hour and returning...	1 50	“ “ “	— 50
For conveying passengers to 61st St. and remaining ¾ of an hour and returning..	2 —	“ “ “	— 50
For conveying passengers to 86th St. and remaining one hour and returning....	2 50	and for every addit. pass.	— 75
For conveying one or more passengers to Harlem and returning with the privilege of remaining three hours.....	3 —		
Or to High Bridge with the same priv.	5 —		
For conveying one or more passengers to Kings Bridge, and returning, with the privilege of keeping the carriage all day	5 —		
For the use of the hackney coach or carriage by the day, with one or more passengers.....	5 —		
For the use of a hackney coach or carriage by the hour, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required.....	1 —	an hour.	

In all cases where the hiring of a hackney coach or carriage is not at the time thereof specified to be by the day or hour, it shall be deemed to be by the mile.

For children between two and fourteen years of age, half price is only to be charged; and for children under two years of age, no charge is to be made.

Whenever a hackney coach or carriage shall be detained, excepting as aforesaid, the owner or driver shall be paid at the rate of seventy-five cents per hour.

Every driver or owner of a hackney coach, carriage or cab, shall carry, transport and convey in and upon his coach, carriage or cab, in addition to

the person or persons therein, one trunk, valise, saddlebag, carpetbag, portmanteau or box, if he be requested so to do, for each passenger, without charge or compensation therefor; but for every additional piece of baggage above named, he shall be entitled to demand and receive the sum of six cents.

In case of disagreement, as to distance or price, the same shall be determined by the Mayor or Superintendent of Hackney Coaches and Carriages.

The distance from the landing place of the steamers and from the Rail Road Depots in the city (with the exception of the Harlem and New Haven Rail Road), to the office and steamers of the H. A. Packet Co., and to many Hotels is within one mile, and the coach hire then paid is therefore not more than 50 cents.

DISTANCES IN THE CITY OF NEW YORK.

From the Battery	From the Exchange	From the City Hall	To
$\frac{1}{4}$ mile	— mile	— mile	Rector Street.
$\frac{1}{2}$ “	$\frac{1}{4}$ “	— “	Fulton “
$\frac{3}{4}$ “	$\frac{1}{2}$ “	— “	City Hall.
1 “	$\frac{3}{4}$ “	$\frac{1}{4}$ “	Leonard “
$1\frac{1}{4}$ “	1 “	$\frac{1}{2}$ “	Canal “
$1\frac{1}{2}$ “	$1\frac{1}{4}$ “	$\frac{3}{4}$ “	Spring “
$1\frac{3}{4}$ “	$1\frac{1}{2}$ “	1 “	Houston “
2 “	$1\frac{3}{4}$ “	$1\frac{1}{4}$ “	Fourth “
$2\frac{1}{4}$ “	2 “	$1\frac{1}{2}$ “	Ninth “
$2\frac{1}{2}$ “	$2\frac{1}{4}$ “	$1\frac{3}{4}$ “	14. “
$2\frac{3}{4}$ “	$2\frac{1}{2}$ “	2 “	19. “
3 “	$2\frac{3}{4}$ “	$2\frac{1}{4}$ “	24. “
$3\frac{1}{4}$ “	3 “	$2\frac{1}{2}$ “	29. “
$3\frac{1}{2}$ “	$3\frac{1}{4}$ “	$2\frac{3}{4}$ “	34. “
$3\frac{3}{4}$ “	$3\frac{1}{2}$ “	3 “	38. “
4 “	$3\frac{3}{4}$ “	$3\frac{1}{4}$ “	44. “
$4\frac{1}{4}$ “	4 “	$3\frac{1}{2}$ “	49. “
$4\frac{1}{2}$ “	$4\frac{1}{4}$ “	$3\frac{3}{4}$ “	54. “
$4\frac{3}{4}$ “	$4\frac{1}{2}$ “	4 “	58. “
5 “	$4\frac{3}{4}$ “	$4\frac{1}{4}$ “	63. “
$5\frac{1}{4}$ “	5 “	$4\frac{1}{2}$ “	68. “
$5\frac{1}{2}$ “	$5\frac{1}{4}$ “	$4\frac{3}{4}$ “	73. “
$5\frac{3}{4}$ “	$5\frac{1}{2}$ “	5 “	78. “
6 “	$5\frac{3}{4}$ “	$5\frac{1}{4}$ “	83. “

From the Battery	From the Exchange	From the City Hall	To
$6\frac{1}{4}$ miles	6 miles	$5\frac{1}{2}$ miles	88. Street.
$6\frac{1}{2}$ "	$6\frac{1}{4}$ "	$5\frac{3}{4}$ "	93. "
$6\frac{3}{4}$ "	$6\frac{1}{2}$ "	6 "	97. "
7 "	$6\frac{3}{4}$ "	$6\frac{1}{4}$ "	102. "
$7\frac{1}{4}$ "	7 "	$6\frac{1}{2}$ "	107. "
$7\frac{1}{2}$ "	$7\frac{1}{4}$ "	$6\frac{3}{4}$ "	112. "
$7\frac{3}{4}$ "	$7\frac{1}{2}$ "	7 "	117. "
8 "	$7\frac{3}{4}$ "	$7\frac{1}{4}$ "	121. "
$8\frac{1}{4}$ "	8 "	$7\frac{1}{2}$ "	126. "
$8\frac{1}{2}$ "	$8\frac{1}{4}$ "	$7\frac{3}{4}$ "	131. "
$8\frac{3}{4}$ "	$8\frac{1}{2}$ "	8 "	136. "
9 "	$8\frac{3}{4}$ "	$8\frac{1}{4}$ "	140. "
$9\frac{1}{4}$ "	9 "	$8\frac{1}{2}$ "	145. "
$9\frac{1}{2}$ "	$9\frac{1}{4}$ "	$8\frac{3}{4}$ "	150. "
$9\frac{3}{4}$ "	$9\frac{1}{2}$ "	9 "	154. "

FERRIES TO AND FROM NEW YORK.

South Ferry,	Foot Whitehall St. to Atlantic St.....	Brooklyn.
Hamilton Ferry,	" " " " Hamilton Av.	"
Fulton Ferry,	" Fulton St., New York, to Fulton St.	"
Catharine St. Ferry,	" Catharine St. to Main St.	"
Wall St. Ferry,	" Wall St. to Montague St.	"
Jackson St. Ferry,	" Jackson St. to Hudson Av.	"
Roosevelt St. Ferry,	" Roosevelt St. to South 7th St.	"
Bulls Ferry,	" Spring St.	Bulls Ferry & Fort Lee.
Elizabethport Ferry,	" Pier 2 North River.	Elizabethport.
Greenpoint "	Foot 10th & foot E. 23d St.	Greenpoint.
Barclay Street "	" Barclay St.	Hoboken.
Canal " "	" Canal "	"
Christopher St. "	" Christopher St.	"
Hunters Point "	" E. 34th St. to Ferry St.	Hunters Point.
Cortlandt St. "	" Cortlandt St. to Montgomery St. .	Jersey City.
Staten Island "	" Whitehall St. to New Brighton, Port Richmond & Suny Harbor.	Staten Island.
" " "	" Whitehall St. to Quarantine, Staple- ton & Vanderbilts Landing. ...	" "
Weehawken "	" W. 43th St.	Weehawken.
Williamsburgh "	" Grand St., New York, to Grand St. & Division Av.	Williamsburgh.
" " "	" E. Houston St. to Grand St.	"
" " "	Peck slip to South 8th St.	"

RATES OF FARE FOR HACKNEY COACHES IN THE CITY OF HAMBURG.

	For one or two persons.		
For one course within the city	—	Mk. 8	Shill.
“ one hour	1	“	— “
“ half an hour	—	“	10 “
“ one hour outside of the city	1	“	4 “
“ one hour and a half outside of the city	1	“	12 “
“ one or more hours, per hour	1	“	— “
To Altona	—	“	12 “
To the Railroad Depot at Altona, incl. one trunk or manteau	1	“	— “
For each trunk extra	—	“	4 “
To Eimsbüttel	1	“	4 “
To Eppendorf	1	“	4 “
“ the Grasbrook	—	“	12 “
“ the Grindel Allee as far as Grindelhof	—	“	10 “
“ Harvstehude	1	“	— “
“ the Hohenluft	1	“	— “
From St. Pauli and the landing place of the Steamers to the city	—	“	— “
For each person over two in the city	—	“	2 “
“ each person over two outside the city	—	“	4 “
“ all small baggage, bandboxes, bags &c., without re- ference to number	—	“	2 “
“ a trunk	—	“	4 “
From 10 o'clock in the evening till 11 and from 5 to 7 in the morning, half more of these rates is to be paid. At night from 11 to 5 in the morn- ing the rates are doubled. Tolls and turnpikes to and from, the travellers pay.			

When a carriage is hired for a specified time, to go outside of the city, the time taken return is also to be estimated.

The coachman is required, when requested, to wait 10 minutes at the point where he has left a passenger and to take him back to the place from which he started, receiving for the return fare half the rate. After 10 minutes he receives full fare. If other persons are carried on the return trip, each person pays 4 Hamburg Shillings.

STAGE COACH BETWEEN HAMBURG AND BREMEN.

DAILY: 8 A. M. and 7 P. M., from the Paulstrasse, 26, (HOTEL DE BRANDENBURG).

FREIGHT ARRANGEMENTS

OF THE STEAMERS AND SAILING VESSELS OF THE HAMBURG-AMERICAN
PACKET CO.

from Hamburg to New-York.

The Company has been engaged for some time past in the endeavor, to perfect a system, which will do away on the one side with every possible loss of time, and on the other, will save to the shippers of goods the entire expenses to which goods have hitherto been subject, while passing through Hamburg.

It is with much satisfaction, therefore, that the Company can now inform its customers and the mercantile public of the complete success of its exertions.—An arrangement has been made with the Berlin-Hamburg Rail Road. Co.—the leading artery to the interior of Germany and with the Altona-Kiel Rail Road Co., according to which all merchandise intended for shipment to New-York, arriving by these Rail Roads, will be delivered promptly and *free of charge* at the ware-houses of the Company, lately erected at a cost of \$100,000 in St. Pauli, at Jonas No. 1.—From there they will be put on board of the Company's vessels by the agent of the Company *free of charge* to the shippers, the vessels laying in the immediate vicinity of the stores.

In order to obtain the benefit of these arrangements the following directions will have to be observed:

1. The Consignee in the Interior must write on the outside of the Rail Road Receipt for Freight, besides the firm of the Consignee in Hamburg, following, viz.:

"To be delivered at Jonas No. 1 for shipment per Steamer (sailing vessel) to New-York."

2. The forwarding house in Hamburg must immediately on receiving the Rail Road receipts make out the bills of lading, and send the same to the shipbroker of the Company, Mr. AUGUST BOLTEN, WM. MILLER'S SUCCESSOR, so as to avoid any detention.—The Customhouse transit permits have at the same time to be handed in at the office of the Rail Road receiving agents, to admit the shipment of the goods without any detention on account of the Customhouse formalities.
3. The Company's store have been especially built for the purpose of taking charge of such goods, and are constructed in the most solid and perfect manner.—*Fire Insurance* on the goods in these stores is covered by the Company *free of any charge*, and in case of accident by fire the proved value will be paid by the Company *up to* the following rates:

One Marc Banco (36 c.) per pound for steamer goods,

One half Mark Banco (18c.) per pound for sailing vessel goods.

Fire Insurance for a *larger amount* has either to be provided by the shippers, or especially to be ordered and re-embursed to the Company.

4. Shippers are requested promptly to provide *Marine Insurance*, so that the risk of lighter transportation from the Rail Road, and any possible accident in hoisting and lowering goods out of and into the lighters may be covered.

These arrangements are in full operation, and the Company calculates upon a general energetic co-operation, so as to make them useful in the general interest of the trade with Germany.

No direct arrangements could be made with the Hannoverian Rail Road, because it ends its transportation at the opposite shore of Hamburg.—A special agreement has however been made with the leading forwarding houses of the town of Harburg on the opposite shore, according to which goods *being directed as mentioned above under No. 1*, will be delivered by them as far as can be done at the Company's stores, when the goods will have the same benefits as those arriving by the other Rail Roads.

The mercantile community will particularly observe, that the costs of forwarding goods from Germany and Switzerland to Hamburg are less than those to Havre, and further that, in consequence of the price of freight from Hamburg being much less and the communication more frequent, it has as a place of transport for goods a great advantage over Havre. The last named place has indeed a regular communication with New York only once in four weeks, whereas the Hamburg steamers go twice a month. This fact has not attracted the attention which it should have. It has often happened that goods have been sent to Havre from Germany and Switzerland and then shipped from thence to Southampton, to be forwarded by the Hamburg steamer! The sending them direct to Hamburg would have involved much less expense.

From New-York to Hamburg.

In order to forward Freight from New-York to Hamburg, permission in writing must be first obtained from Messrs. KUNHARDT & Co., 45 Exchange Place. Shippers who without entrusting their goods to a forwarder in Hamburg desire them forwarded beyond that city can apply to C. B. RICHARD & Boas, 151 Broadway, who are in correspondence with most of the Forwarders of Europe. If the shipper so desire, the entire freight can be paid in advance. The steamers of the Company have maintained the service with the most praiseworthy regularity; no delay not even of a day has ever taken place, and the confidence of the public in the line of both sides of the

ocean becomes continually stronger. The possession of a Reserve-ship besides the four steamers regularly plying between New York and Hamburg gives the best guaranty for the regular and punctual maintenance of the trip. The Company are thus enabled to make every necessary repair to the vessel and the machinery without interrupting the trip and thus to keep all the ships in perfect order. This Reserve-ship also renders an extra Trip possible, whenever the exigencies of trade shall demand it. Such a trip was made from Hamburg on the 23d of July 1859, by the HAMMONIA, which sailed back from New-York on the 24th of August 1859, and although the profit was small, yet the Company hope, that this proof, on the one hand, of their desire to accommodate the public, and on the other, of the possession of an extraordinary means of transport in case of necessity, will meet with cordial recognition from the trade and insure merchants to give to this line their active support. The disadvantages which followed the interruption of the Freight and Passenger transportation during the winter months, proved the necessity of winter voyages as soon as the increased number of ships made this possible. After taking all things into consideration and making all necessary arrangements in regard to Reserve-ships, and having entered into contract in case of need to have the freight forwarded via Axe to Cuxhaven, the winter trips were commenced in 1859 and continued with good success during the winter '59 and '60.

Bills of lading for shipments from New-York to Hamburg can be obtained from C. B. CLAYTON & SON, 161 Pearl street.

Office of the Superintendent of Police, 413 Broome str.,
corner Elm. New-York.

CAUTION AGAINST TICKET SWINDLING.

Applications are almost daily made at this Office for relief, by persons who have been defrauded when purchasing Tickets for Passages to Europe, California, or places in America.

THE SUPERINTENDENT OF POLICE

Cautions all persons purchasing such Tickets to beware of persons soliciting them to purchase Tickets, or to go to particular offices to procure them, as a system of *Swindling* is adopted by these pretended Agents, by which the unwary are deceived and defrauded; and their necessary speedy departure from the City prevents bringing the offenders to justice.

The necessary precautionary measures have been taken to put *Strangers* upon their guard against these impositions. To effect which, and to caution *Strangers* against them, *I have detailed experienced Officers to attend in the vicinity of the Depots and to Board all Steamers arriving in the city of New York, who will afford correct information to Strangers, as to the proper Offices to which they should apply for Tickets,* and who will summarily arrest these imposters. The Superintendent requests those who are imposed upon to report the same to the Deputy Superintendent, at 413 BROOME STREET.

 *Strangers, and Citizens who are unaccustomed to Traveling* or who are unacquainted with proper places for purchasing Tickets, are earnestly requested to apply to the Station Houses in the respective Wards, or to Policemen on post duty; as, by so doing, every necessary information will be given to protect them from *Imposition* and *Fraud*.

F. A. TALLMADGE, Sup't of Police.

This warning from the New York Police would have had a good effect, if it had been more widely diffused. But unfortunately it was hardly sent out of New York. Few travellers especially read it and in consequence thousands of emigrants were swindled as before, by the regular organized "*Ticket Swindlers*".

The Ticket Swindlers employ a great many cunning devices, but the following are among the common ones:

The traveller on arriving at the rail road depot or wharf, is accosted by a person who offers to conduct him to a good hotel in the kindest manner possible. Arrived there, refreshments are called for, and then, the polite stranger having insinuated himself into the confidence of the unsuspecting traveller, — aided in many cases by the landlord who is in league with him — offers to point out the Ticket Office, the address of which the traveller has brought from his own country. Instead of taking him however to the Hamburg Steam Packet Office where he perhaps intended to buy a ticket or where his ticket which he bought from a sub-agent in the country, would be valid, the polite rascal takes him to one of the "*Bogus Ticket Offices*" of which there are a large number in the side streets of the city. These offices are generally handsomely fitted up, and there is a sign over the door with the letters "Passage to Hamburg, Havre, London and Liverpool" upon it. When the traveller moreover observes the large placards on the walls of the Office, bearing the Names of the Passage Agents of the Hamburg American Packet Co., and sees also pictures of their steamships, no wonder that he believes that he has found, what he was looking for. If however he should still have a shade of doubt, the scamps know very well what to do next. They introduce one of their fraternity either as the Captain of

one of the steamers or else as Mr. Richard, the Chief Passenger Agent of the Hamburg-American Packet Co. This rarely fails. The most suspicious traveller is ready now to buy a ticket. This being done, the first act of the drama is over and the second opens. The victim, in the full faith that having paid \$35—for a third class ticket, he has secured a passage by the next Hamburg Steamer, takes leave and goes back to his hotel. He has only been there a short time, before his indefatigable friend—who has, he thinks, already been superfluously obliging—comes to tell him, “he must hurry up” for the ship is going to sail sooner than it was originally proposed. Suspecting nothing, he packs his trunk and hastens to the dock, gets into a boat, in company with several others and soon is rowed out to a ship at anchor in the bay, climbs up the side and finds to his surprise that he is on board a sailing vessel, instead of a steamship. “There is a mistake” he cries out. “Stop” he says to the boat which has already shoved off, “you have brought me to the wrong vessel.” But the boat is already out of hail and the ship—a steam tug alongside—is on her way to her destination—*Liverpool*! Too late, he learns that he has bought a ticket for the steerage of the vessel in which he is, and is surprised also to hear that he has paid \$35—for what really costs \$16.—It appears that others also have been victimized and all indulge themselves in denunciations of the ticket swindlers;—the effect of which is that they are told by the officer, that if they don’t keep still and behave themselves properly, he will put them in irons.

Another trick of the Ticket Swindlers is to get the traveller into a bogus office and then sell him a genuine ticket, but for a higher than the legitimate price; or to make him buy a third class ticket at the price of a second class one. In the latter case, when he arrives on board the steamer he is of course obliged to content himself with the steerage.

The third and worst trick is in selling to the traveller a ticket utterly worthless, since it does not give him a passage under any circumstances in the ships which it designates. If he goes back to the office, upon finding that he has been cheated and asks his money back, he may consider himself well off if he escapes a sound beating. An appeal to the law has in most cases only resulted in the restitution of a very small part of the plunder, because the complainant can not spare time, to institute a long and tedious process.

It would seem that not only illiterate person, but some intelligent ones have been victimized. For example: Mr. Charles Brew, a man who on account of his signal qualifications for the post, was appointed by the British Government chief of the police at the Crimea and who fulfilled his duties there in a perfectly satisfactory way, was sent to this country to organize a

similar force at Frazer's River. One would have supposed that such a person, so well acquainted with roguery of all kinds in the old world, would have had his eyes open in the new, when any attempt was made to trick him. And yet, scarcely had he left the steamship before "a runner" accosted him and offered to show him the way to the California Steamship Office. He was taken to a Bogus Office instead, and received a passage ticket on which he paid \$25.00 in advance. The ticket was worthless. He was subsequently lucky enough through the intervention of the Mayor, to get his money back.

A COSTLY RELATIVE.—"Michael Miller," a farmer of Monroe County, Illinois, came to New York by railroad to take passage to Germany, from whence he expected to bring to America his parents. With this object in view, he had brought with him his hard-earned savings, amounting to \$600. —Michael was a good, honest soul, and when a fellow at the Railroad Depot entered into conversation with him, he talked with him about his private affairs as if he had been a brother. His new friend informed him that he knew a relative of his, who was the owner of a large hotel in New York. The countryman was happy to be taken there. The house was a handsome one in Cedar street, and on the door was, safe enough, the name John E. Miller. Mr. John remarked that he was a nephew of Michael's great aunt Catharine and that he was truly delighted to be the host of so near a relative. Cousin John, in a very short time, knew all about cousin Michael's affairs. Among other things he found out that cousin Michael had left Monroe county to escape a demand for \$43, which was in the Sheriff's hand. Cousin John promised "to keep dark." The next morning he took Michael to the office of a certain J. Revolver, where he persuaded him to buy a ticket for the second cabin of the steamer Glasgow, for which he paid \$55. He received the ticket in a sealed envelope which he was told "not to open till he got out to sea." Then he exchanged his American money for German gold, for which he paid 15 per cent. He thought this rather high; but cousin John was present, and of course, he would not allow him to be cheated.

The next day, as he was about to go on board the steamer, a man accosted him, stating that his name was Kelly and that he was a Sheriff. He also informed the horror-stricken Michael, that he had received an official communication from his colleague in Monroe county, Ill., and that all that remained for him was to accompany him to the prison. The barkeeper now interposed, and advised him to get rid of the Sheriff by offering him \$55, which was accordingly done and the offer accepted. Michael now set out for the Glasgow. Here, alas! a real Sheriff presented himself, and, to escape arrest, he paid \$73. When the officer heard his story, he was kind

enough to go with him to the Mayor's office, and there it turned out that his ticket entitled him only to a passage in the steerage. Thus it happened that Michael's relationship had cost him \$185. The Mayor asked him if he had any money left. He replied that he had still \$400. "It is very strange that they did not strip you entirely", replied the Magistrate, "the poor fellow is very clearly unable to take care of himself and his property. Not long ago a man came to me with the complaint that some one had cheated him out of one hundred dollars. I sent a policeman with him, and he got his money back. An hour had not gone by, when the same man came back and stated that he had met with a stranger who requested him to change a hundred dollar bill. The simple fellow who had already been victimized once, replied that he had only \$40 about him. Lend me that for one moment, said the other, and he did so. The stranger did not make his appearance again. I gave him the comforting assurance that he would not probably see him again." The Mayor sent a policeman to try and get Miller's money back again. But, who believes that he was successful?

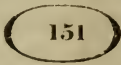
The only way to escape the dangers, is to go *alone, without a guide*, to the office of the Steamer in which the traveller purposes to take passage. Most of the offices are on the principal streets, and their signs and numbers readily indicate them.

The Passenger Office of the Hamburg-American Packet Company is at

No. 151 Broadway, New York,*

and is easily recognizable

1. By the sign over the door on which is the name of the firm :
C. B. RICHARD & BOAS ;
2. By a triangular post on the side-walk before the door, on which are the names of the steamships Saxonia, Borussia, Bavaria, Hammonia and Teutonia ;
3. By a picture of a Hamburg Steamer in the window of the Office ;
4. By the glass-doors of the Office, which have on them

H A M B U R G

 MAIL
 STEAMSHIPS.

If the stranger will bear in mind these directions, he need not have the

* See back of Cover.

14

15

16

17

A

services of a guide, whether he be a servant, or landlord, or one of those apparently friendly people who have designs upon him.

Further, the different colors of the genuine tickets offer some protection against roguery. The tickets of the Company have the signatures of the passage agents, C. B. Richard & Boas, and are of the following colors :

1st Cabin,	-	-	-	-	White paper,
2nd "	-	-	-	-	Pale Red paper,
Steerage,	-	-	-	-	Yellow paper.

The tickets of the bogus offices are usually on white paper and are distinguishable from the genuine by not having upon them the name of the Steamship.

These almost numberless frauds at last caused the Citizens to call a meeting in which a resolution was passed to put an end, if possible, to the acts of these swindlers and to prevent further fraud. It is to the wise measures then taken that we owe it that some of these persons received their well merited reward and have been condemned to spent a number of years in the Penitentiary. Not content with this, and in order to provide security for the future, a committee named by the meeting, sought the concurrence of the German Society of the City of New York, which Society immediately responded to the demand, and to their joint efforts we owe it that all the Emigration and Benevolent Societies of the City of New York united together to form one Organization in order with united force to combat this evil. This Organization, formed under the name of "The Board of Deputies of Benevolent and Emigrant Societies of the City of New York", and composed of Representations from the following Societies :

GERMAN SOCIETY,
 ST. ANDREWS SOCIETY,
 ST. DAVIDS SOCIETY.
 SOCIETE DE BIENFAISANCE,
 SWISS AID SOCIETY,
 PORTUGUESE AID SOCIETY,
 SCANDINAVIAN AID SOCIETY,

receives complaints from travellers who have been wronged and enter to aid them in a proper manner. To accomplish this object an office was opened in the rooms of the German Society, No. 86 Greenwich Street, in which an officer is always present to receive complaints and if they are well grounded to afford relief and legal redress. The Society is aided by a law lately passed by the Legislature of the State of New York to the effect that, "No person other than the Agents of the Steamship Companies, duly

appointed in writing, shall offer for sale or sell within this state any passenger tickets." Although this law and the severe punishments which will follow its violation, will put an end to the fraudulent prosecution of this trade, yet travellers themselves, if they are only moderately cautious, can easily escape any damage. The Authorities intend to give full effect to this law on if travellers unaquainted with New York will only refuse the assistance of the strangers who may theory about him on his arrival and apply for informations to the uniformed policemen who are stationed at the Depot of the Rail Roads and Landing Places of the Steamers, the fraudulent occupation of these ticket swindlers will soon cease to be remunerative. If the traveller desires to ride to a hotel let him ask the policeman to procure him a carriage, and he may be sure that he will not be cheated. It is always advisable to note the number of the carriage and of the policeman so that if any cause arises they may be brought before a Magistrate.

In offering these facts to the consideration of the travelling public, the Hamburg-American Packet Company flatter themselves that they have done a useful work. They will endeavor in all respects to make the voyage by their vessels pleasant and satisfactory.

CONSULS IN NEW YORK.

Those marked with a * are Consuls General.

ALTENBURG, H. Kuhne, 28 Broad St.
 ARGENTINE REPUBLIC, Schuyler Livingston,* 24 Beaver St.
 BADEN, J. W. Schmidt,* 68 Broad St.
 BAVARIA, Geo. H. Simon, 85 Nassau St.
 BELGIUM, Henry W. S. Mali,* 210 Fulton St.
 BRASIL, Louis H. F. D'Aguiar,* 36 Platt St.
 BRUNSWICK, Geo. S. Bechtel,* 47 Liberty St.
 BREMEN, F. W. Keutgen, 82 Broadway.
 BUENOS AYRES, C. F. Zimmermann, 74 South St.
 CHILI, H. F. Fallon, 142 Pearl St.

- COBURG & GOTH, F. Kühne, 28 Broad St.
 COSTA RICA, Royal Phelps,* 45 Exchange Place.
 DENMARK, Harald Dollner, 25 Burling Slip.
 DESSAU, Herman Gelpke, 82 Broadway.
 ECUADOR, G. Dominguez, 103 Pearl St.
 ENGLAND, E. M. Archibald,* 17 Broadway.
 FRANKFORT, Frederick Wissman, 4 College Place.
 FRANCE, Chs. de Montholon,* 17 William St.
 GREECE, D. N. Botassi, 47 Exchange Place.
 HAMBURG, Henry R. Kunhardt, 45 Exchange Place.
 HANOVER, Adolph Gosling, 76 Beaver St.
 SANDWICH ISLANDS, Schuyler Livingston,* 24 Beaver St.
 HAYTI, Henry Delafield, 30 Exchange Place.
 HESSE DARMSTADT, F. W. Keutgen, 82 Broadway.
 STATES OF THE CHURCH, Louis B. Binsse, 38 Vesey St.
 ELECTORATE OF HESSE, F. Kühne, 28 Broad St.
 LIPPE-DETMOLDT, F. Kühne, 28 Broad St.
 LUEBECK, Henry R. Kunhardt, 45 Exchange Place.
 MECKLENBURG SCHWERIN, Herman Gelpke, 82 Broadway.
 MECKLENBURG STRELITZ, H. Kühne, 28 Broad St.
 MEXICO, Joseph M. Duran, 110 Pearl St.
 MONTEVIDEO, G. F. Darby, 25 William St.
 NASSAU, William A. Kibbé,* 37 Murray St.
 NEW-GRANADA, G. Dominguez, 103 Pearl St.
 NETHERLANDS, R. C. Burlage,* 45 Exchange Place.
 NORWAY, C. E. Habicht, 80 Beaver St.
 AUSTRIA, Chas. F. Loosey,* 2 Hanover Square.
 OLDENBURGH, J. W. Schmidt,* 68 Broad St.
 PARAGUAY, R. Mulloy, 62 South St.
 PORTUGAL, Louis H. F. D'Aguiar, 36 Platt St.
 PRUSSIA, J. W. Schmidt,* 68 Broad St.
 RUSSIA, J. de Rottbeck,* 7 Broadway.
 SAXONY, J. W. Schmidt,* 68 Broad St.
 SALVADOR, Royal Phelps,* 45 Exchange Place.
 SARDINIA, Joseph Bertinatti,* 75 Fulton St.
 SCHAUMBURG-LIPPE, C. B. Richard, 151 Broadway.
 SCHWARZBURG-RUDOLSTADT AND SONDRERSHAUSEN, Chas. E. Busdorff, 192
 Fulton St.
 SWEDEN, C. Edw. Habicht, 80 Fulton St.
 SWITZERLAND, Louis P. de Luze, 43 New St.

TWO SICILIES, Achille Ferrer,* 9 Waverly Place.

SPAIN, F. Stoughton, 121 Leonard St.

TURKEY, John Herford Smith, 66 Liberty St.

VENEZUELA, A. G. Blanco, 74 Beaver St.

WEIMAR, Herman Gelpcke, 82 Broadway.

WUERTEMBERG, Leopold Bierwirth, 67 Pine St.



C. B. RICHARD & BOAS,
Foreign Exchange, Banking,
COLLECTION,
SHIPPING AND FORWARDING BUSINESS.

DRAFTS

ON ALL THE PRINCIPAL CITIES OF EUROPE AND THE
UNITED STATES,

151 BROADWAY, NEW YORK.

C. B. RICHARD & BOAS,
BANQUIERS,

MAISON DE COMMISSION,

Messagerie entre l'Amerique et l'Europe.

TRAITES SUR PARIS ET LE HAVRE.

151 BROADWAY, NEW YORK.



G. KLEIN

